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PENNSYLVANIA RAILROAD.



PERSONALLY-CONDUCTED

TOURS.

1899-1900.

MATCHLESS IN EVERY FEATURE.

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PENNSYLVANIA RAILROAD.

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J. R. WOOD,
Gen'l Pass. Agent.

GEO. W. BOYD,
Ass't Gen'l Pass. Agent.

PRESS OF
ALLEN, LANE & SCOTT,
PHILADELPHIA.

Wm. B. Gorman
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PENNSYLVANIA RAILROAD TOURS.

THE Personally-Conducted Tourist System of the Pennsylvania Railroad Company continues the most complete and elaborate system of pleasure traveling and sightseeing yet devised. Time but emphasizes this claim. Special trains of the most perfect appointment are provided, in which the tourists live *en route* as comfortably as in their own homes; Tourist Agents of experience and ability have charge of the trains and parties, looking after all transfers, carriage drives, and hotel accommodations; and Chaperons, introduced out of special regard for the welfare and comfort of the ladies, also accompany the parties. Special Baggage Masters have entire charge of the transfer of baggage between trains and hotels and its safe delivery at destination.

By the introduction of these exclusive features all of the perplexities, petty annoyances, and personal discomforts incident to individual traveling are eliminated. Tourists enter the cars of the special train as they would enter their own drawing rooms, and,

without care for baggage or thought of train connections, are carried rapidly and comfortably through to their destination. Whether this be Washington, Old Point Comfort, Florida, Canada, Mexico, or



OBSERVATION CAR, "GOLDEN GATE SPECIAL."

California, the plan of sightseeing is already mapped out for them, and without confusion or unnecessary delay they visit the principal points of interest and see them to the best advantage. At the hotels they find all arrangements previously made, their rooms reserved and assigned, and their comfort guaranteed.

This is the Pennsylvania Railroad Company's Personally-Conducted Tourist System, without question the most perfect system of its kind in existence; for, from its extended experience in transportation and its long and careful study of passenger traffic, the Pennsylvania Railroad Company is in a position to appreciate and supply all the needs of tourist travel. The generous patronage which the traveling public has hitherto accorded these tours attests their growing popularity. The tours have been projected into the most attractive sections of the land, the most pleasing routes chosen, and the rates and conditions of the tickets made on the most liberal bases.

For the season of 1899-1900 one tour has been arranged to Mexico and California; three to Florida; six to Old Point Comfort, Richmond, and Washington; six from New York to Washington; seven from Boston to Washington; one from Central Pennsylvania to Washington; and one to Gettysburg, Luray, and Washington.

MEXICO and CALIFORNIA.



OR centuries prior to the discovery of America by the immortal Genoan, Mexico had a semi-civilization peculiarly her own. Ruins of her Aztec temples and monuments are still to be seen beside the palaces of her modern prosperity.

These evidences of a prehistoric culture and religious intensity, intermingled with the natural picturesqueness of the country, make Mexico surpassingly interesting to travelers; and a tour which embraces this mystery-laden land together with the charming climate and rich verdure of California cannot but prove doubly interesting.

The tour to Mexico and California is scheduled to leave New York and Philadelphia Tuesday, February 13. It will return by March 29, thus covering a period of forty-five days, fourteen days of which will be spent in Mexico, and nineteen in California.

The Pennsylvania Railroad Personally-Conducted Tour of 1899, through California, was so arranged that the "Golden Gate Special" was used over the entire route, leaving it only at those points where

magnificent hotels of world-wide fame offered attractions equal to those of the special train. This arrangement placed the palatial train at the disposal of the tourists at all times, and it was the first California tour ever projected which included this important feature. The train was run on a special schedule adapted to the particular needs of the tourists. The advantages of these original features enabled tourists to cover as much territory as they could in twice the time by regular trains, besides enjoying the luxurious accommodations which the special train afforded. Stops were made at all desirable points *en route* and ample time allotted for their satisfactory inspection. The schedule was so arranged that the picturesque points along the line were passed by daylight.

Previous experience with tours through California had shown that during the height of the season it was difficult, at some of the most attractive points, to secure satisfactory accommodations at hotels, owing to their crowded condition. By having the special train in service at all times through California, the tourists were rendered entirely independent in this respect.

The tour of 1900, to Mexico and California, will be similar in this respect to that of 1899, through California, and on account of the great popularity of these exclusive features early application for accommodations on the special train is recommended.

The various points visited, time allowed, and tour features included in the ticket are as follows :—

All meals in dining car, except where otherwise

noted ; berth in Pullman sleeping car on the special train over the entire route ; transfer of passengers and baggage to and from hotels. San Antonio, six hours. Monterey, eight hours. Tampico, one day. Guanajuato, six hours. Guadalajara, one day. Queretaro, one day. City of Mexico and vicinity, five days. Trip to Cuernavaca, one day. Aguascalientes, four hours. Los Angeles, two days ; locate at Hotel Van Nuys. San Diego, two days ; locate at Hotel del Coronado. Riverside, four hours ; carriage drive. Pasadena, two days ; carriage drive. Santa Barbara, one day ; carriage drive. San José, one day ; trip up Mount Hamilton to Lick Observatory. Del Monte, two days ; locate at Hotel del Monte. Vera Cruz, five hours ; carriage drive. Palo Alto, three hours ; carriage drive. San Francisco, five full days ; locate at Palace Hotel. Salt Lake City, eight hours ; carriage drive. Glenwood Springs, two hours. Colorado Springs, one and one-half days ; carriage drive. Denver, seven hours ; carriage drive ; dinner at Brown Palace Hotel. Chicago, eight and two-thirds hours ; luncheon at Auditorium Hotel.

Round-trip rates, including all of the above-named features : \$555 from Boston ; \$550 from New York, Philadelphia, Baltimore, and Washington ; \$545 from Pittsburg.

The party will travel, over the entire route, by the "*Mexico and California Special*."

This special train is unquestionably the finest train that crosses the continent. It is composed of Pullman Vestibule Baggage, Composite, Dining, Sleep-

ing, Compartment, and Observation cars, equipped, in addition to the ordinary Pullman conveniences, with a smoking saloon, refreshment buffet, bath room, barber shop, and a piano. All of these cars are rich in their furnishings and luxurious in their appointments; in fact, the train is a veritable hotel on wheels, affording every convenience and luxury of the best modern hostelryes. A maid accompanies the train, ready to render any assistance to the ladies of the party.

The entire train is heated by steam, and lighted by electricity furnished by a dynamo in the forward end of the composite car.

This tour furnishes the most comfortable and satisfactory method of visiting Mexico and the Pacific coast. All the trials of a trans-continental journey are eliminated and traveling becomes an unalloyed pleasure.

FLORIDA.



THE three tours to Florida will leave New York and Philadelphia February 6 and 20, and March 6.

The distinctive features of these tours are the elegant special trains, the liberality of the rates and the return limit of tickets, and the freedom of movement allowed tourists after arrival at Jacksonville.

Each party will be transported from New York to Jacksonville by a special train, or special cars on regular trains, in direct charge of a Tourist Agent, who, assisted by a Chaperon, will relieve the tourists of all the incidental cares of a long trip. At Jacksonville the parties will leave the special train, and until the date set for their return may dispose of their time as they choose. The first two tours admit of a stay of two weeks in the Flowery State, the first tour leaving Jacksonville returning February 22, and the second March 8. These tours will all return by special trains, or special cars on regular trains. The tickets for the third tour are valid to return by regular trains until May 31, 1900.

Excursion tickets from New York for these tours will be sold at \$50.00 ; Philadelphia, \$48.00 ; and proportionate rates from other points, including transportation, and for the first two tours, Pullman accommodations and meals *en route* to Jacksonville

and return. Tickets will be accepted for passage only on the special train, or special cars, in each direction.

Tickets for the third tour cover Pullman accommodations and meals *on going trip* only; returning, nothing but transportation on regular trains is included.



A GLIMPSE OF TROPICAL FLORIDA.

Florida has long been an attractive land; but art and wealth have added their beautifying and refining touches to the native charms of the peninsula, and it is now a veritable Eden. In addition to its delightful climate, its tropical fruits and flowers, it offers unrivaled sport for the hunter and angler.

OLD POINT COMFORT, RICHMOND, AND WASHINGTON.



OLD POINT COMFORT offers many attractions during the Winter season. Many historical associations cluster around it, and these in addition to its attractive location make it a charming spot to spend a short vacation. Sheltered by the

outlying capes, and tempered by the surrounding bays, its climate is superb at all seasons.

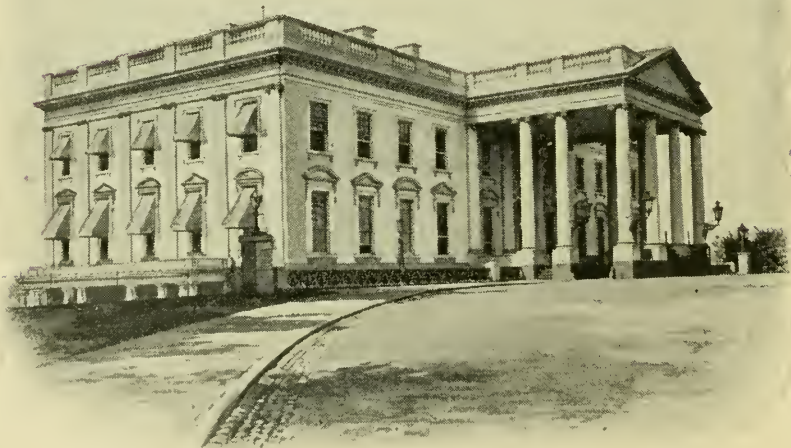
Six tours to Old Point Comfort will leave New York and Philadelphia December 28, February 3, March 3 and 31, April 14 and 28. Tourists will travel in charge of a Tourist Agent and Chaperon, and return on regular trains within six days. Round-trip rates to Old Point Comfort alone, including luncheon going, and one and three-fourths days' board at the Hygeia Hotel, \$15.00 from New York ; \$13.50 from Trenton ;

\$12.50 from Philadelphia, and proportionate rates from other points.

Round-trip rates (on each of the tours except December 28), to include Old Point Comfort, Richmond, and Washington, covering all necessary expenses, transportation, meals *en route*, transfers of passengers and baggage, hotel accommodations, and carriage drive around Richmond, \$34.00 from New York; \$32.50 from Trenton; \$31.00 from Philadelphia, and proportionate rates from other points.

WASHINGTON.

THE six tours to Washington will leave New York and Philadelphia December 28, January 18, February 15, March 15, April 10, and May 3.



THE "WHITE HOUSE."

A number of additional features have been added to these deservedly popular tours. While the tours proper cover a period of three days, all tickets will be good to return on regular trains within ten days,

and to stop off within this limit at Baltimore and Philadelphia on the return trip.

The tours will leave Jersey City at 1.15 P. M. and Philadelphia at 3.12 P. M.

As tickets for these tours will be good to stop off at Philadelphia on the return trip within limit, the going trip will be made without stop at that point.

Tickets including transportation for the round trip, transfer of passenger and ordinary baggage from station to hotel, and two days' accommodations at the Arlington, Normandie, Riggs, or Ebbitt House, will be sold at rate of \$14.50 from New York, Brooklyn, Newark, Long Branch, and Phillipsburg, N. J. ; \$13.00 from Trenton, and \$11.50 from Philadelphia. With two days' accommodations at Willard's, National, Metropolitan, or Regent Hotel, \$12.00 from New York, Brooklyn, Newark, Long Branch, and Phillipsburg, N. J. ; \$10.50 from Trenton, and \$9.00 from Philadelphia.

Holders of tickets from Trenton and stations east thereof, returning with the party on the third day of the tour, will be furnished supper at Broad Street Station restaurant, Philadelphia, without additional charge.

Each party will be accompanied by a Tourist Agent and Chaperon. Guide books of Washington will be distributed free on the train.

BOSTON TO WASHINGTON.

Seven tours have been arranged for from New England to Washington, leaving Boston via Fall River Line February 2, March, 2, 16, and 30, April 13 and 27, and May 11.

In a general way these tours are similar to those from New York, except that hotel accommodations are provided at Washington for four and three-fourths days.

Rate from Boston, covering transportation, state-room berths, meals *en route* (except on Fall River Line returning), transfer at Washington, and accommodations for four and three-fourths days at Willard's, Regent, National, or Metropolitan Hotel, Washington, \$25.00; with accommodations at the Riggs or Ebbitt House, \$27.00; except for May 11, when the rates will be \$2.00 higher in each case. Persons from Connecticut and other sections of New England that cannot join the party via Fall River Line can procure tickets from New York for these tours at 1196 Broadway, New York, or Jersey City Station, at rate of \$18.00 for Willard's, &c., and \$20.00 for Riggs House, &c.

All of the tickets will be good to return on regular trains within ten days, and for stop-over within that limit at Baltimore and Philadelphia on the return trip.

SIDE TRIPS FROM WASHINGTON.

On application to Pennsylvania Railroad ticket agents at Washington, holders of tickets for the New York and Washington and Boston and Washington tours can purchase excursion tickets for side trips to Richmond, Va., at \$4.00, and to Old Point Comfort, Va. (all-rail route), at \$6.00.

The agents of the Norfolk and Washington, D. C., Steamboat Company will sell tickets for side trips to Old Point Comfort or Norfolk at rate of \$3.50, not including meals and state-room berths.

Tickets for a trip to Mount Vernon, with admission to the grounds, can be procured from the Tourist Agent at rate of seventy-five cents.

CENTRAL PENNSYLVANIA TO WASHINGTON.

The remarkable success of the spring tours from Central Pennsylvania to Washington in 1898 and 1899 has prompted the Pennsylvania Railroad Company to continue them. The tour for 1900 will be run by special train to reach Washington about 4.20 P. M., Monday, April 2, 1900, and on the return trip to leave Washington at 3.30 P. M., Thursday, April 5.

Tickets to include transportation for the round trip, hotel accommodations for three days at Washington, and transfer of passenger and baggage to Washington hotels, will be sold at following rates: Scranton, \$14.35; Wilkesbarre, \$13.60; Williamsport, \$12.90; Sunbury, \$11.70; Renovo, \$14.50; Bellefonte, \$14.00; Mount Carmel, \$12.50; Shamokin, \$12.25; Altoona, \$14.00; Harrisburg, \$10.10; York, \$9.30; and proportionate rates from other points.

All tickets will be good to return from Washington on regular trains until Saturday, April 7.

GETTYSBURG, LURAY, AND WASHINGTON.

THE tour of May 29, 1900, from New York to Gettysburg, Luray, and Washington, spending Memorial Day at Gettysburg, one day at Luray, and two days at Washington, will prove highly attractive, and the remarkably low rate of \$25.00 from New York, \$22.00 from Philadelphia, and proportionate rates from other points, will conduce largely to its popularity.

Tickets will include transportation for the round trip, hotel accommodations, carriage drive at Gettysburg, and admission to the caverns at Luray, and will be good to return from Washington until June 7.

Each tour will be accompanied by a Tourist Agent and a Chaperon. Guide books of Washington will be distributed free on the train.

INESTIMABLE in its advantages to the pleasure-traveling public is this final evolution of a perfect tourist system. The joy of traveling, of sightseeing, of visiting famous or remote regions, is unalloyed. There are no distracting fears of missing train connections; no long and tiresome lay-overs; no changes of cars at untimely hours; no hustle and bustle after meals; one's train goes with him, and stops and waits for him while he visits points of interest *en route*; his baggage is ever at his hand, and whether crossing mountains or deserts, far away from any human habitation, or wherever he may be, traveling by day or by night, he may eat his meals at regular hours and rise and retire as regularly as in his own home. That tourists appreciate all these advantages is evidenced by the gratifying success of former years, and it is anticipated that the season of 1899-1900 will witness no diminution in this generous patronage.

For detailed itineraries and full information regarding any of these tours apply to ticket agents; Tourist Agent, 1196 Broadway, New York; 860 Fulton Street and 4 Court Street, Brooklyn; Thomas Purdy, Passenger Agent Long Branch District, Newark, N. J.; B. Courlaender, Jr., Passenger Agent Baltimore District, Baltimore, Md.; C. Studds, Passenger Agent Southeastern District, Washington, D. C.; Thos. E. Watt, Passenger Agent Western District, Pittsburg, Pa., or address

GEO. W. BOYD,
*Assistant General Passenger Agent,
Broad Street Station, Philadelphia.*

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